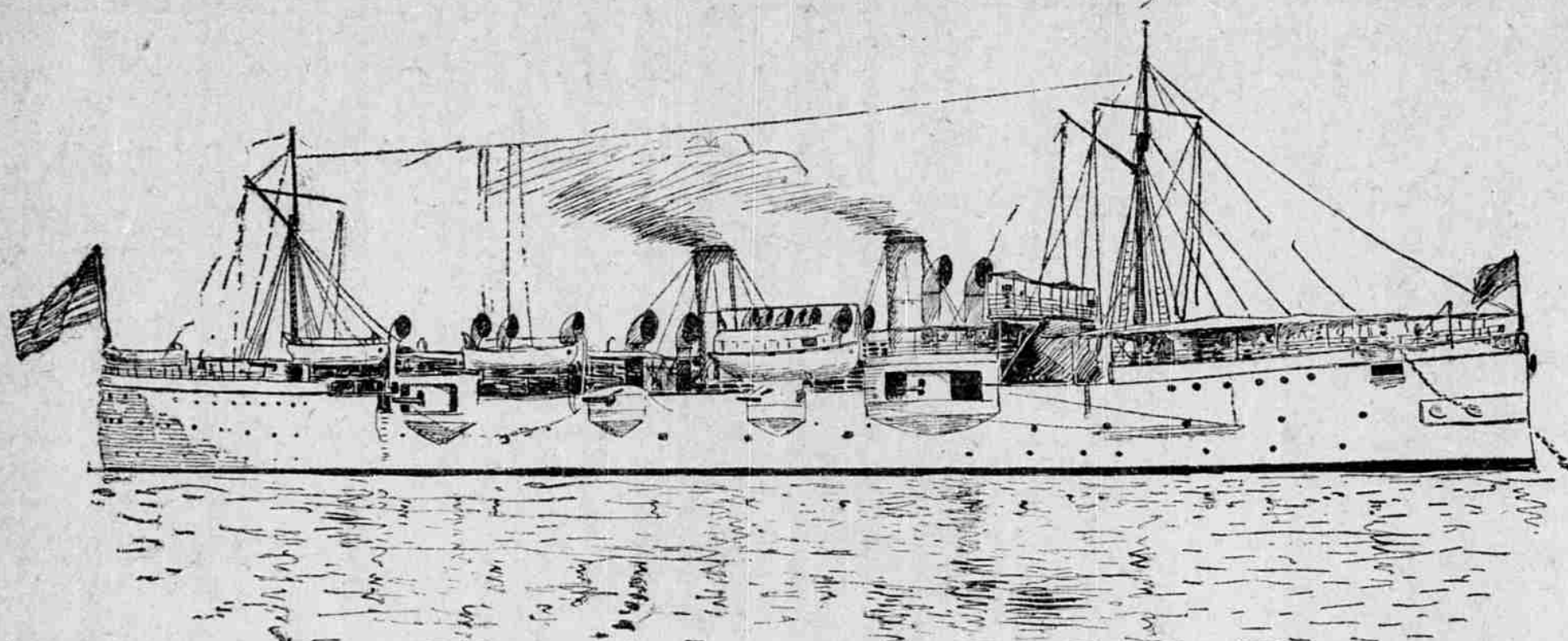


NEWS OF THE WATERFRONT.



THE U. S. S. PHILADELPHIA.

Seldom if ever has Honolulu been able to boast of a real live man-of-war lying alongside of a wharf in her harbor. Battleships and other floating fighting machines coming to this port in the past have either anchored outside of the harbor or have dropped their mud hooks in the stream. This is the first time that a man-of-war has moored alongside the Navy wharf.

The great cruiser Philadelphia presents an impressive spectacle there. Numbers of people were on the waterfront yesterday to take a look at her. They could not get very close to her, however, for armed guards saw to it that no one was permitted to go aboard, or even to pass within the lines of their patrol on the wharf.

Only a very few persons were allowed to go aboard the vessel. It happened that the Advertiser reporter was fortunate enough to be included among these few. The decks of the cruiser presented a busy scene. Seven hundred tons of coal are being taken aboard for the trip in the southern seas. The Philadelphia goes from here to Pago Pago.

The big white ship is covered with coal dust, and most of her hands are working the coal.

AHEAD of schedule time, as usual, the Toyo Kisen Kaisha Nippon Maru, Captain Greene, arrived in port yesterday morning from the Orient, docking at the Pacific Mail wharf, where she is discharging about six hundred tons of merchandise from China and Japan. She will sail for San Francisco this morning at 10 o'clock, taking mail.

The Maru brought only two cabin and thirty-three steerage passengers for this port. For a wonder, there were no stowaways aboard the vessel. The vessels of the Toyo Kisen Kaisha have had no pleasant experiences with stowaways of late, and it seems that they have now come to know how to prevent their getting aboard at Oriental ports, for the number of stowaways has been diminishing, and the Nippon Maru on this trip has the distinction of harboring no one aboard who has not paid his fare.

Good weather was experienced all the way from Yokohama, which port was left on June 23d.

For several days past the Nippon Maru Social and Athletic Association has been very busy making preparations for the celebration of the Fourth of July aboard ship, on the high seas. The passengers will not be likely to forget this Independence Day for a long time if the plans of Purser C. Lacy Goodrich, who is getting up the celebration, do not miscarry.

A notice has been posted up on the vessel informing the passengers of the elaborateness of the coming affair. The celebration is to wind up with a grand masquerade ball. The best dressed woman will be presented with a prize, as will also the best sustained male and female characters. A twenty-four hour layover in this port will prove a good opportunity for the passengers to purchase costumes.

Among the through passengers on the Nippon Maru are Paymaster R. H. Woods, of the U. S. S. Monocacy; Captains C. H. Davis and Goodwin, R. A.; Mrs. J. M. Bell, wife of the brigadier general who passed through here recently; Colonel H. C. Cochrane, U. S. M. C.; G. P. Dyer, F. W. Dyson, one of the astronomers sent by the British government to Sumatra; Pay Clerk W. M. Gulick, U. S. N.; Chevalier de Melotte, Belgian Consul at Tientsin; Ensign Dudley Knox, U. S. N.; Lieutenant Colonel C. Watanabe, on his way to the American capital on official business for the Mikado; Captain Guy G. Palmer, U. S. A., and wife; David Potter, U. S. N.; H. Tanaka, a Japanese commissioner, who intends inquiring into the financial standing of various foreign powers; Lieutenant R. H. Townley, U. S. N.; J. L. Upham, and others.

The two cabin passengers for Honolulu on the Maru are the mother and intended wife of Dr. Katsuki, well known in this city. Mrs. Katsuki and Miss Nakawishi were the only cabin passengers for this port.

For the Coast Today.

At noon today the Oceanic steamship Zealandia, Captain Dowdell, will sail for San Francisco. All of the necessary repairs to her starboard boilers have been made and the good old ship is in excellent condition. She will get away on time and will take a number of passengers for the Coast. In her hold are nearly 19,000 bags of sugar. The usual demonstration is in order at her departure. Music and flowers and a big crowd will characterize her leaving.

At 10 o'clock this morning the Nippon Maru also sails for the Coast. As she is much the faster boat she will carry the mail. The mail closes at 9 o'clock this morning.

For the Races Today.

Wilders' steamers Kinau and Claudine get away today for Maui and Hawaii ports. Those going to witness the

races at Hilo on the Fourth of July will crowd the two fine Island vessels to their utmost capacity.

The Kinau, Captain Freeman, sails from Wilder's wharf at noon. The Claudine, Captain Parker, will get away about 5 o'clock this evening.

This day will be a busy one on the waterfront with the departure of the Zealandia, the Nippon Maru, the Kinau, the Claudine and half a dozen other vessels.

Serenaded the Philadelphia

Last night, beneath the brightness of the moon, a band of merry-makers journeyed to the waterfront and, embarking in various small craft, to be had of the thrifty boat boys for hire, rowed around on the makai side of the great, white cruiser Philadelphia and let loose their souls in music, music both vocal and instrumental. It was a serenade which was much appreciated by the boys aboard the Philadelphia, and they responded to the musical feast in kind, bringing forth their instruments and sending forth many sweet strains over the calm waters of the harbor. Those fortunate enough to be in the vicinity enjoyed the treat and wished the days of the Philadelphia's stay in port were to be more.

Records of Clipper Ships.

There was a lively discussion at a popular resort on the waterfront yesterday among a number of old skippers concerning the records of clipper ships in the old days. An Advertiser reporter was present and the captains agreed that they would leave the statement of the facts to the Advertiser. So here they are:

One of the fastest voyages from New York to San Francisco was made by the Tradewind, in 84 days.

The Ocean Telegraph made the trip from Callao to Boston in 58 days.

The Marco Polo made the trip from Liverpool to Fort Phillip in 58 days. She made the return trip in 74 days.

The Flying Scud made the passage from New York to Melbourne in unusually fast time. The time is not at present obtainable, but it is known that the vessel made in one day over 400 nautical miles.

The Nightingale made the run from New York to Melbourne in 73 days. This about equals the trip of the James Baines from Liverpool.

The Lightning went from Melbourne to Liverpool in 63 days.

The trip of the James Baines, above referred to, from Liverpool to Melbourne, was made in 62½ days. Her return trip was accomplished in 60 days.

A fast trip was made across the Atlantic by the Mary Whitebridge: she made the run in 13 days and 7 hours, from Baltimore to Liverpool.

Another, from Boston to Liverpool, was made by the James Baines, in 12 days and 6 hours.

The Red Jacket crossed the Atlantic, from New York to Liverpool, in 13 days, 1 hour and 25 minutes. On the 19th of January, 1854, she made 413 miles in 24 hours.

The Sovereign of the Seas also made a very rapid passage across the Atlantic, but in a voyage from Honolulu, 13,470 miles, she made the extraordinary run of 6,245 miles in 22 days, and, in 24 hours, accomplished the distance of 430 miles.

Most of the above facts were obtained from a record in the possession of Mr. Enright, known by his friends as the statistician of the waterfront.

May Refuse to Complete Work.

The transport Rosecrans and the revenue cutter Bear were both towed to the Puget Sound naval station at Bremerton on June 9 from Tacoma. Unless the machinists and boiler-makers refuse to work on her, the Government will begin completing the repairs necessary on each vessel. The authorities expect, however, that the work on the vessels will proceed no faster at the naval station than it would at Seattle or Tacoma, inasmuch as the machinists and boiler-makers are expected to refuse work.

The striking machinists and associate laborers are averse to permitting the government to itself finish the repairs to these vessels. A delegate from the unions is visiting the naval station and will endeavor to persuade the men to refuse to work on either vessel. Ship-

ping men confidently predict that the Rosecrans and Bear will ultimately lay idle until the strike ends. Instances occurred at San Francisco, where machinists, boiler-makers and other skilled laborers employed regularly by the government refused to complete contracts begun by firms involved in the strike. The same is expected to be true at this time.

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The probabilities are that she will stay here over the Fourth of July. It is the hope of everybody that she will be here on Independence Day to lend her dignity and patriotism to the nation's holiday.

It will take some time for her to get her coal aboard and after that she will have to clean up, so that it will be Friday, in all likelihood, before she steams out of the harbor for Samoa.

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BY AUTHORITY.

SHERIFF'S SALE NOTICE.

In pursuance of an execution issued out of the Second District Court of Honolulu, Island of Oahu, Territory of Hawaii, on the 24th day of June, A. D. 1901, in re matter of A. J. Ferreira vs. Manuel da Silva, I have, on this 1st day of July, A. D. 1901, levied upon the personal property of said defendant, Manuel da Silva, and shall expose said property for sale at Public Auction, to the highest bidder, at the Police Station, Kalakaua Hale, in Honolulu aforesaid, at 12 o'clock noon of Saturday, the 3d day of August, A. D. 1901, unless the judgment amounting to One Hundred and Thirty-four and 85-100 Dollars, interest, costs and my expenses are previously paid. Said property levied upon being:

- 1 Brake and harness.
 - 2 Wagons and harness.
 - 16 Hogs, 10 Pigs, 4 Mules, 2 Donkeys and 1½ dozen Chickens (about).
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